



**DEPARTMENT OF THE NAVY**  
FLEET LOGISTICS SUPPORT SQUADRON THREE ZERO  
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From: Commanding Officer, Fleet Logistics Support Squadron THREE ZERO  
To: Naval Aviation History and Archives, 1242 10<sup>th</sup> Street, SE,  
Washington Navy Yard, Washington, DC 20374-5059

Subj: CALENDAR YEAR 2002 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12G

Encl: (1) Command History for CY-02  
(2) Supporting Documents

1. Per reference (a), enclosures (1) and (2) are submitted.

  
E. W. MARGESON  
Acting

1. Command Composition and Organization.

The primary mission of Fleet Logistics Support Squadron THREE ZERO (VRC-30) is to transport high-priority cargo, mail and passengers between shore bases and aircraft carriers throughout the Pacific Theatre. The "PROVIDERS" of VRC-30 fly the Grumman C-2A Greyhound, which is a carrier-based twin-engine turboprop transport aircraft utilized for Carrier On-Board Delivery (COD). With the largest cargo payload of any COD aircraft, the Greyhound can carry up to 26 passengers or 10,000 pounds of cargo, including route support equipment, with a range of over 1000 nautical miles. Among the passenger capabilities, the Greyhound frequently transports Distinguished Visitors (DV's) and is equipped to accommodate litter patients for medical evacuation (MEDIVAC) missions. Cargo configurations enable the C-2A to deliver special stores, jet engines, afterburners and a host of other logistics needs. Internal cargo tie-down is facilitated by a cage system. This system can restrain the cargo during a crash condition of 20 forward G's and also provides restraint from the catapulting and arresting loads encountered during aircraft carrier operations. The large aft cargo door and ramp facilitate fast turn-around times through straight-in rear cargo loading and unloading. In addition, the Providers of VRC-30 are capable of providing airdrop/paradrop support for Special Warfare Units from any branch of the military. The C-2A has a wide range of communications and radio navigation equipment that are compatible with both military and civil flight operations on a worldwide basis. Navigation equipment includes Global Positioning System (GPS), Carrier Inertial Navigation System (CAINS II), TACAN, VOR, UHF/DF, LF/ADF and weather radar. The airplane is equipped with modified Fowler type flaps, and hydraulically powered irreversible flight controls with an independent hydraulic backup system. The PROVIDERS of VRC-30 operate 12 C-2A Greyhounds and deploy five C-2A detachments in support of all United States Navy Pacific Fleet Aircraft Carriers.

VRC-30 is also home to the Pacific Fleet's C-12B/F Super King Air Fleet Replacement Squadron (FRS) and Model Manager. The FRS is responsible for providing fully qualified C-12B/F pilots and C-12 and C-26 aircrews to Navy and Marine Corps bases that operate the C-12 and C-26 throughout the Pacific Theater.

VRC-30 (UIC sea 52947 and UIC shore 09607) is stationed at the Naval Air Station North Island in San Diego, California, Commanding Officer, CDR Joe F. Demarco.

2. Chronology.

C-2A detachments provide logistical support from January 2002 through December 2002

<u>EXERCISE/EVENT</u>	<u>CARRIER</u>	<u>DATES</u>
WESTPAC	CARL VINSON	01 JAN- 17 JAN
WESTPAC	JOHN C. STENNIS	01 JAN- 28 MAY
COMPTUEX	ABRAHAM LINCOLN	18 JAN- 08 FEB
DECK CERT / CQ	CONSTELLATION	01 FEB- 11 FEB
FRS CQ	CONSTELLATION	22 MAR- 26 MAR
IDTC / MAZATLAN	CONSTELLATION	02 APR- 10 APR
TSTA I	CONSTELLATION	15 APR- 03 MAY
JTFEX / NORTHERN EDGE	ABRAHAM LINCOLN	15 APR- 14 MAY
FRS CQ	NIMITZ	11 MAY- 13 MAY
FRS CQ	NIMITZ	07 JUN- 12 JUN
TSTA II / III	CONSTELLATION	20 JUN- 03 JUL
COMPTUEX	CONSTELLATION	09 JUL- 24 JUL
WESTPAC	ABRAHAM LINCOLN	22 JUL- 30 SEP
IDTC / SEATTLE SEA FAIR	CONSTELLATION	31 JUL- 06 AUG
FRS CQ	NIMITZ	05 AUG- 09 AUG
FRS CQ	CONSTELLATION	09 SEP- 12 SEP
TSTA II / III	NIMITZ	15 SEP- 28 SEP
FRS CQ	CARL VINSON	29 OCT- 10 NOV
IDTC	NIMITZ	02 NOV- 14 NOV
COMPTUEX	CARL VINSON	11 NOV- 26 NOV
WESTPAC	CONSTELLATION	12 NOV- 31 DEC
FRS CQ	NIMITZ	09 DEC- 13 DEC

The squadron's logistics support and operational achievements to the fleet from January 2002 through December 2002:

CARGO/MIL TRANSPORTED:	3,183,600 LBS
PASSENGERS CARRIED:	21,204
DAY HOURS FLOWN ASHORE:	2,816
DAY HOURS FLOWN EMBARKED:	2,114
NIGHT HOURS FLOWN ASHORE:	163
NIGHT HOURS FLOWN EMBARKED:	197
DAY SORTIES ASHORE:	1,272
DAY SORTIES EMBARKED:	1,121
NIGHT SORTIES ASHORE:	116
NIGHT SORTIES EMBARKED:	84
BOARDING RATE:	95.2%
CARRIER LANDING GRADES:	3.42

Our C-12 FRS was once again at the forefront of the C-12 Light/Medium Airlift community. As prime mover behind the 2002 Operational Advisory Group, FRS personnel fostered the development of a C-12 Charter, bringing depth and definition to the community's mission and chain of command. As the command of choice for new install hardware test, the FRS conducted operational evaluation on phase II Avionics upgrades (TCAS /color radar/moving map) and full face shield oxygen masks with stunning results. Breaking new ground in standardization and technology, FRS classrooms underwent significant technological upgrades, bringing computer-based systems training to a new, more effective level. The FRS also sponsored the bi-annual NATOPS

conference hosting over 65 C-12 constituents from 50 plus units worldwide and processing more than 600 change proposals. The C-12 FRS successfully graduated 111 category II Fleet Replacement Pilot/NFO (FRP) students, 30 instructor pilot students and trained 9 Pilot/NFO students in a full ground school. Additionally, the FRS trained 66 C-12 and C-26 Fleet Replacement Aircrew (FRAC) students. Over 1800 flight hours were flown to complete 650 sorties in support of the training mission. The CNAP C-12 Evaluators conducted 8 unit evals during the year.

### 3. Narrative.

The Providers of VRC-30 recorded a stellar year of global support providing the crucial logistics link between multiple, simultaneously deployed carrier battle groups worldwide. From beginning the year at the tip of the spear of the war on terrorism deployed in the Middle East to turning around a detachment in six months in preparation for possible war in Iraq, every Provider has answered each challenge with determination and unequivocal success. Never before have all five of VRC-30's detachments been stood up at the same time, but each detachment and Homeguard answered every call for logistics support within its chain of command. From the sands of the Middle East to the deck of a French Aircraft carrier to dueling Carrier Battle Groups working up in the SOCAL operating areas, the VRC-30 Providers have been on the front, at the front, leading from the front.

#### DETACHMENT ONE:

VRC-30 Detachment ONE Hustlers continued as the standard bearer for COD logistics operations in 2002. Flying over 600 missions to support the USS ABRAHAM LINCOLN Battle Group during COMPTUEX, NORPAC/JTFX, and WESTPAC, the Detachment accomplished a 98.8% sortie completion rate, logging over 950 flight hours. This benchmark performance is a result of their direct and aggressive change in the conduct of standard ops during the transit phase of deployment. Detachment ONE is the first west coast detachment to stand-up beach based detachments off of the carrier during the entire route of transit. For WESTPAC 2002/03, Detachment ONE based out off Hickam AFB (Hawaii), Atsugi NALF (Japan), Kadena AFB (Japan) and Paya Lebar (Singapore) prior to arrival in the Arabian Gulf. Including the logistics support provided during OEF and OSW, for the calendar year 2002 Detachment ONE is responsible for having transported 710,883 lbs and 284,490 lbs of cargo and mail respectively, 4,542 passengers and 1,435 distinguished visitors, and flying 276 arrested landings.

#### DETACHMENT TWO:

The Ruffnecks of Detachment TWO began the year as a disestablished detachment having just returned from deployment two months earlier. Though not officially stood up, Detachment TWO continued to provide logistic and DV support to the USS CONSTELLATION during numerous FRS CQ evolutions and the May TSTA I/Foreign Port Visit to Mazatlan, Mexico. When the call rang out for America's Flag Ship, USS CONSTELLATION, and Carrier Air Wing TWO to deploy on a shortened thirteen month Inter-deployment Training Cycle, Detachment TWO responded quickly and professionally. The detachment hit the deck running during TSTA II/III and COMPTUEX in June and July, flying an impressive 94 flight hours

while carrying 123,580 pounds of cargo/mail and 1,645 passengers/distinguished visitors. This accomplishment required the detachment to fly 115 of 111 scheduled sorties for a sortie completion rate of 103.6%. Detachment TWO's accomplishments were instrumental in the Battle Group's outstanding performance during these rigorous exercises. In August, Detachment TWO sent a one-plane team of aircrew and maintainers to support USS CONSTELLATION's high profile involvement in the 2002 Seattle Sea Fair. October ended with the successful completion of JTFEX and the subsequent departure for cruise two days later. While transiting to the fifth fleet AOR, DET TWO aggressively supported the CV-64 Battle Group flying logistics missions into Hawaii, Japan and Singapore while maintaining a MC rate of 98%.

#### DETACHMENT THREE:

The Crusaders of Detachment THREE supported three carriers during CY 2002: USS CONSTELLATION (CV 64), USS CARL VINSON (CVN 70), USS NIMITZ (CVN 68). The detachment provided essential logistics services during 6 FRS and CVW carrier qualification periods. Detachment THREE returned from deployment with CVW 11 on board USS CARL VINSON in January after successful logistics support for the carrier battle group during Operation Enduring Freedom. The detachment stood down after a "satisfactory" AMI with 15 programs having zero discrepancies. Detachment THREE provided crucial support to VAW 120 mission by loaning aircraft and maintainers on two separate FCLP detachments in Pensacola, allowing pilots to accumulate the requisite number of passes for carrier qualification. Detachment THREE stood up as an independently operating detachment the last week of August, providing logistics support from remote location two weeks later. During support of a USS NIMITZ at sea period from Whidbey Island, Detachment THREE flew a 100% sortie completion rate. Detachment THREE compiled a 100% sortie completion rate through TSTA II/III, BG sustainment operations and FRS CQ as well.

#### DETACHMENT FOUR:

Detachment FOUR began 2002 deeply embroiled in the global war on terrorism operating from Middle Eastern logistics hub of Bahrain. While serving the USS JOHN C. STENNIS battle group during operation ENDURING FREEDOM, Detachment FOUR delivered more than one-half million pounds of cargo, along with nearly four thousand passengers during 480 flights to and from the USS JOHN C. STENNIS, USS GEORGE WASHINGTON and the USS JOHN KENNEDY. The C-2A has never been closer to the fight than when Detachment FOUR's Greyhounds delivered Laser Guided Bomb seeker heads to the battle group and providing logistics support into Pakistan on numerous occasions. Detachment FOUR also had the honor making the first C-2A arrested landing aboard a French Aircraft Carrier, the Charles DeGaulle. After these monumental accomplishments and a victorious return to CONUS in May, the Detachment has been call back to duty with only a six months turn around to deploy aboard its new home the USS CARL VINSON. In another first, the detachment exceeded all expectations by surging from unmanned status to full deployment readiness in less than two months, a transition that normally takes three times longer.

#### DETACHMENT FIVE:

Detachment FIVE continued to excel as the only C-2 detachment permanently deployed outside of the continental United States. Forward deployed to NAF Atsugi, Japan, Detachment FIVE is assigned to provide day and night logistics support to CVW-5, CV-63 and the KITTY HAWK Battle Group. Despite the challenges of operating from a home base in Japan between WESTPAC and Arabian Gulf cruises, Detachment FIVE has once again demonstrated impressive performance. Providing flawless support to USS KITTY HAWK, the detachment continued to refine its operational relationship with its counterparts on the Flag, Air Wing and carrier staffs. At the same time Detachment FIVE strove to improve the efficiency of its logistics operations, minimizing the accumulation of cargo, mail or passenger backlogs.

During 2002, Detachment FIVE provided logistical support during shorebased airwing detachments as well as deployments. USS KITTY HAWK sailed to locations including Singapore and Guam during her spring deployment, and to Hong Kong and the Sea of Japan during her fall ANNUALEX / KEEN SWORD deployment. During these at-sea periods, Detachment FIVE operated out of locations including Kadena, Singapore, Guam and Iwo Jima. Additionally, C-2A aircraft from Detachment FIVE made runs to Korea, Guam, Iwo Jima and Okinawa in support of AIRWING deployments throughout the year, filling emergent requirements as well as augmenting NALO assets when they fell short.